

# Canal System Abroad: How Europe Is Deepening Its Rivers and Digging New Waterways.

Frank G. Carpenter Tours Southern Holland--The Curious Dutch Boatmen; Rotterdam, Gateway to the Rhine.

# WALL STREET'S NEW MARBLE STOCK EXCHANGE.

Standing on Old Site and a Part of Adjoining Property the New Structure Has Unsurpassed Facilities for Transaction of Heaviest Business in World's Finance.



CANAL IN AMSTERDAM WITH LOAD OF AMERICAN FLOUR



A CROWD AT ONE OF THE LOCKS.

Special Correspondence of The Sunday Republic, Rotterdam, Jan. 15.—This is the age of railroads.

It promises also to be the age of canals. Water transportation is still cheaper than any other, and the European nations are deepening their rivers and constructing canals to join their waterways.

It is only a question of time when the United States will do the same, and when we shall have ship canals joining some of the principal parts of our country.

I came from Antwerp to Rotterdam by boat to learn something about the canals of the Dutch, and since then I have visited their waterways in the north. Holland is the canal land of the world.

It has more interior waterways than any other country. The Yangtze-Kiang Valley about Shanghai, Hangchow and Soochow. It is, all told, only about as big as Massachusetts, but it has more waterways than any other country in the world.

There are in all about 2,000 miles of canals—enough to reach from New York to Denver—and also 3,000 miles of other waterways, including little rivers and the mouths of the Scheldt and Rhine, and also the Zuider Zee and other places where the northern ocean runs into the land.

Indeed, there is so much water here that each of the most important duties of the Government is the taking care of it.

The Government has a department known as the Waterstaat, and the Queen has in her Cabinet a Minister of Waterways.

This department has some of the best of civil engineers.

It has men who devote themselves to studying how to keep the North Sea from rushing in and drowning out the country, for almost one-half of Holland is below the ocean, so that in some places the fishes outside swim high above the level of the ditched house roofs.

DIKE TO BE BUILT ACROSS ZUYDER ZEE.

It has men who are engaged in planning and building ship canals, such as the mighty waterways which connect Amsterdam with the ocean, and it has others who are scheming how to build a great dike across the Zuider Zee to reclaim as much land as a good-sized Texas county, which, when completed, will be worth hundreds of dollars an acre.

This undertaking is for a time in abeyance, but there is no doubt that it will eventually be carried out.

The Dutch have done much of such reclamation in the past. About fifty years ago they lifted a billion tons of water out of the region near Haarlem, and made seventy square miles of good farming land. It cost them more than a million and a half dollars, but the land was worth it.

In another place they have reclaimed 41,000 acres at a cost of about \$4,000,000, and as soon as the work was done a foreign syndicate offered them \$2,000,000 for the property as a whole.

As to the Zuider Zee scheme, this is a bigger one than any that has yet been undertaken. It is estimated that it will cost over \$75,000,000, but it will result in the reclamation of a vast tract of land.

Every barge has its family upon it. The Dutch are a family people, and the barge is their home. They live on the barge, and the barge is their home. They live on the barge, and the barge is their home.

At times we could see the fields beyond the walls with the cattle feeding upon them. Long lines of trees marked out the road which seemed to be marching over the landscape, making me think of Macbeth's woods coming to Dunsmuir.

We soon left the Scheldt and passing through locks came into the canal of South Beveland. This is one of the largest canals of Southern Holland.

It is wide and high banked, and so straight that the trees and houses which fill it grow smaller and smaller and finally block the canal in the distance.

The locks are old-fashioned. They are moved by hand by quaint old Dutchmen in caps, roundabouts and fat pantalons. At every few steps along the way are posts for tying the boats, and we now and then passed boats at anchor.

Leaving the South Beveland canal we entered the Ooster Scheldt, a wide body of water, and then went on between the islands of Duiveland and Trolen into the Maas canal.

The waters of the Ooster Scheldt are wide and spotted with islands. We passed many sailing craft and now and then by a tug towing great barges.

With the glass we could see schools of black seals on the sand flats and farther back hundreds of Holstein cattle lying out in the sun.

We entered the Hollandische Diep, and then the canals and mouths of the Maas, now going by villages on the banks, and now seeing the second stories of other villages, which were apparently looking over the dikes and watching us go by.

The Dutch canals are almost as thickly populated as the waterways of China. Every barge has its family upon it, and an evidence of the thousands of Dutch families which live and die upon boats. Babies are born upon them, and many have no other homes.

We frequently saw children trotting up and down the roofs of the barges within six inches of drowning, and now and then a little one tied with a rope to the mast.

On many of the boats the women were cooking; on some they were hanging out the washing, and on one a little Dutch girl held up her doll baby and laughed as we went by.

Every village along the canal has its own boats tied to the banks, and the larger towns were cut up by canals so that boats from the main canals could be taken into them by means of locks.

We stopped for a time at Dordrecht, which, in the Middle Ages, was one of the richest of all the Dutch cities.

It had palaces at that time, and its buildings now are medieval and quaint to an extreme. Just below the city there is a lumber yard at which barges of American lumber were unloading.

I noted the name of the firm. It was Dubbelaar, and an evidence that the lumber men of Holland can compete in proficiency with our men at home.

ROCKS WERE IMPORTED FOR THE BANKS.

In many places along these canals there were dredges at work, and here and there we saw the breakwaters at its entrance, and the officers of the Waterstaat superintending the building of new embankments.

The canals are almost everywhere walled with stones the size of your two fists, and as I looked at them the enormous work that it must have taken to make 2,000 miles of such canals came to me.

There are no stones in Holland. Every pebble has to be brought in from other countries, and every one of these stones was laid by hand. Each one took a part of a man's life to put it in its place, so that in reality the lives of generations have been swallowed up by these canal banks.

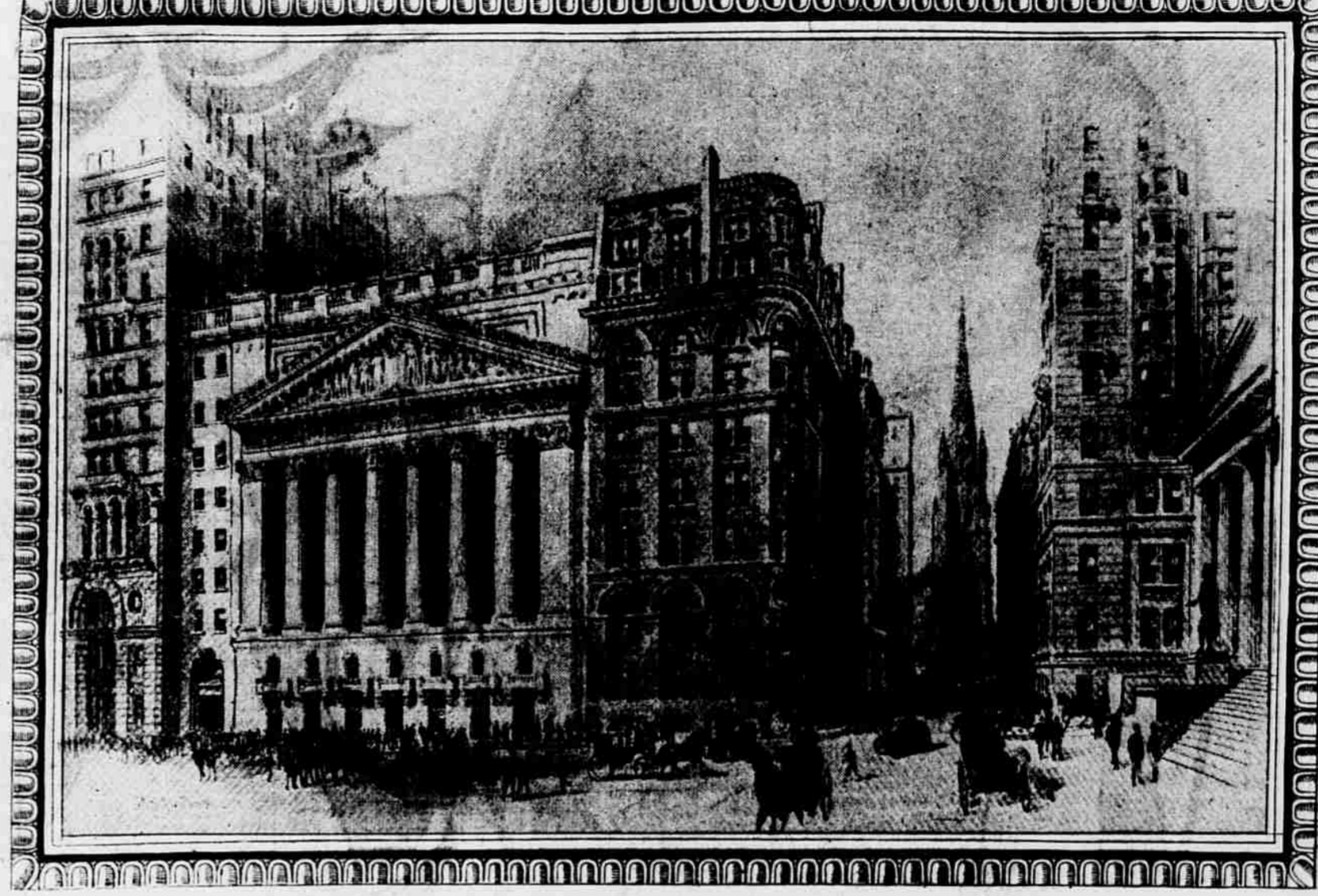
You have all heard of the windmills of Holland? They are to be seen everywhere. Along some of the canals there are hundreds of them. They spit the farms, and you see them on the edge of the towns, where they grind flour, saw lumber and do all sorts of things.

They give a great charm to the landscape. They look so alive that I don't wonder that Don Quixote took one for a giant and wanted to fight him.

These mills are all old, and it must have cost many millions of dollars to build them. They are, however, as past, and but few new ones are building. The gas engine and the steam engine have taken their places, and we may yet have a Holland without windmills.

Holland has made its ship canals pay well. Amsterdam has the North Sea Canal, which is about fifteen miles long, running across the country from Amsterdam to the ocean.

It is thirty feet deep and has two enormous locks which protect it from the North Sea at high tide.



Photograph Copyrighted by Moses Kinn.

## THE NEW YORK STOCK EXCHANGE, SOON TO BE OPENED FOR BUSINESS.

WRITTEN FOR THE SUNDAY REPUBLIC.

New York boasts another monument. The new Stock Exchange, soon to be opened for business, is an imposing marble structure, striking in architectural effect, and a monument to the prosperity of the city and country.

Standing on the old site and a part of adjoining property, with its board room enlarged—128 feet long by 112 feet wide and a height of 80 feet—the new exchange has unsurpassed facilities for doing the world's business in finance.

It is said that the new board room surpasses anything of the kind here or in Europe. It is one-third larger than the old one.

The ceiling is a mass of ornamentation in bold relief, blazing with gold. The effect is somewhat sensational, but it is within the lines of art.

Features of the improvements are new electrical and mechanical appliances for saving time in telephoning, telegraphing and ocean cabling.

In addition to the latest inventions in stock tickers and telegraphs, 500 improved telephones have been installed under the golden roof.

One of the problems was how to protect the vast treasure of the safe-deposit vaults under the exchange.

Stoppers should have access to them. The difficulty was solved by erecting the new walls around them and in the increased floor space improved up to date steel vaults and boxes were put in to class passenger steamers, some of them being 6,000 tons and over.

Rotterdam is a gate to the Rhine and to the enormous country tributary to it. Our goods are here transhipped into the huge barges, from 300 to 300 feet long, in which they are carried up the Rhine. The river freights are exceedingly low and the Rhine trade is enormous.

One-half of all the goods that come into Rotterdam go through Rotterdam up the Rhine to different parts of Germany, Switzerland and France, the number of river ships and boats which carry them being something like 10,000 annually.

There are canals connecting the Rhine with the Seine and the Elbe. The barges go as far north as Basel and some of them are taken up the Moselle to the Danube, that Rotterdam is actually the center point of a network of waterways, which embraces almost all central Europe.

CITY PROSPERITY DEPENDS ON RHINE TRADE.

The increase of the Rhine trade has given Rotterdam great prosperity. It had about 200,000 people in 1850.

It now has almost 350,000, and it is growing. Along some of the canals there are hundreds of them. They spit the farms, and you see them on the edge of the towns, where they grind flour, saw lumber and do all sorts of things.

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which the members transferred their valuable leaving them to be removed and new vaults substituted.

The Stock Exchange is the financial nerve center of the country.

At the close of the day the exchange is a scene of activity and bustle. The members are busy with their work, and the public is busy with their transactions.

One plan was to buy the block now occupied in part by the new Broad building, between Exchange place, Beaver, Broad and Wall streets, and there were other locations proposed.

Mr. Simmons said that the entire cost of the proposed extension to Wall street could be covered by the sale of extra memberships to the number of a hundred or more in Europe, making cable connection with all exchanges of the world, especially with London, Berlin, Amsterdam and Paris, thus making the New York Stock Exchange an international institution, dealing in foreign

as well as American securities.

This was before the establishment of the clearing-house, which Mr. Simmons had long advocated.

In conversation recently Mr. Simmons said: "I wanted to establish a clearing-house, but they wouldn't have it until fifteen years later. Events have proved the correctness of the views I so earnestly advanced."

"I said: 'Let us enlarge our quarters, to be paid for, if necessary, by the sale of memberships.'"

"I believe that the policy of rigidly restricting the membership of this exchange to eleven hundred men is so monopolistic in its character, so undemocratic and unpopular in its influence on the public, from whom we draw the nourishment that sustains us, that sooner or later rival organizations will compel us, as of old, to open our doors for another consolidation or retirement from the field."

"We should have every facility for doing business, with ample accommodations for the public."

"Ocean cables should run into the exchange, that members might communicate directly with partners or correspondents in every capital in Europe."

"A space should be set apart where all the markets of the world might be displayed at a glance, upon large blackboards or by some electrical mechanism."

Such were Mr. Simmons's plans for the property that could then have been purchased for \$2,500,000 is now worth many times that sum.

connect by canals with other rivers which will take you to almost any part of Northern Europe.

Among the canals projected are some connecting the Elbe with the Danube, and also the Oder and the Vistula with that river, so that in the future it will be possible to send our goods to almost any part of Europe by water.

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## HAIL! GOOD ST. VALENTINE.

### Gifts and Entertainments for the Observance of This Day.

WRITTEN FOR THE SUNDAY REPUBLIC.

If you are one of those who celebrate St. Valentine's day, you are in good luck. Let him commend you to posterity, as in Lamb's time, "stagners under a load of tin."

For their suitable setting she uses a sheet of parchment, and with deft fingers paints thereon love letters, knots, forget me nots, or what she will. Other Valentines in vogue are the mechanical ones.

By the pulling of a cord little doors fly open, flutters or wheels revolve, revealing a scene of valentine publishers. "The valentine business is booming," Christmas cards are played out, but Valentines—oh, not the trade in them is falling 50 per cent a year.

Because you are a valentine publisher, you are a valentine publisher. You are a valentine publisher, you are a valentine publisher.

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